OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90 CB414

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME City of Reading
STREET Pike & Market Streets

CITY/ZIP Reading, Ohio 45215

PROJECT NAME Waterline Improvements
PROJECT TYPE SI2P
TOTAL COST $ 1,765,000.00 Project Terminated By Applicant

DISTRICT NUMBER 2
COUNTY Hamilton

PROJECT LOCATION ZIP CODE 45215

91 AUG 1 A10:55
OFFICE OF THE COUNTY ENGINEER

DISTRICT FUNDING RECOMMENDATION
To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: $ 1,588,500.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation
____ Grant
X Loan
____ Loan Assistance

____ State Issue 2 Small Government Fund
____ State Issue 2 Emergency Funds
____ Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____ OPWC FUNDING AMOUNT: $_____

1.0 APPLICANT INFORMATION

1.1	CHIEF EXECUTIVE OFFICER	Anthony Gertz
	TITLE	Mayor
	STREET	Pike & Market Streets
	CITY/ZIP	Reading, Ohio 45215
	PHONE	(513) 733 - 3725
	FAX	(513) 733 - 2077
1.2	CHIEF FINANCIAL OFFICER	Donald Dawdy
	TITLE	Auditor
	STREET	Pike & Market Streets
	CITY/ZIP	Reading, Ohio 45215
	PHONE	(513) 733 - 3725
	FAX	(513) 733 - 2077
1.3	PROJECT MGR	Bruce G. Brandstetter
	TITLE	Vice President
	STREET	424 East Fourth Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 651 - 4224
	FAX	(513) 651 - 0147
1.4	PROJECT CONTACT	Dennis Albrinck
	TITLE	Safety/Service Director
	STREET	Pike & Market Streets
	CITY/ZIP	Reading, Ohio 45215
	PHONE	(513) 733 - 3725
	FAX	(513) 733 - 2077
1.5	DISTRICT LIAISON	William Brayshaw
	TITLE	Chief Deputy Engineer
	STREET	Hamilton County Engineer's Office 223 West Galbraith Road
	CITY/ZIP	Cincinnati, Ohio 45215
	PHONE	(513) 761 - 7400
	FAX	(513) 761 - 9127

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Waterline Improvements

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. **SPECIFIC LOCATION:**

Entire City of Reading

Please See Attached Map.

B. **PROJECT COMPONENTS:**

Project consists of removal and replacement of several sections of waterline thoughout the City. Improvements include the installation of high service pumps as well as high pressure and low pressure distribution lines.

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

Addition of a Booster Pump Station.
Waterline replacement ranges from 6" to 12" D.I.P. and totals over 27,000 L.F.

D. **DESIGN SERVICE CAPACITY:**

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

2.0 MGD

2.3 **REQUIRED SUPPORTING DOCUMENTATION**
(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

Please See Attached Data. No Additional jobs are likely to be created.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	$ -0-
	2. Final Design	$ -0-
	3. Construction Supervision	$ -0-
b)	Acquisition Expenses	
	1. Land	$ -0-
	2. Right-of-Way	$ -0-
c)	Construction Costs	$ 1,605,000.
d)	Equipment Costs	$ -0-
e)	Other Direct Expenses	$ -0-
f)	Contingencies	$ 160,500.
g)	**TOTAL ESTIMATED COSTS**	$ 1,765,000.

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

		Dollars	%
a)	Local In-Kind Contributions *	$ -0-	-
b)	Local Public Revenues	$ 176,500.	10%
c)	Local Private Revenues	$ -0-	-
d)	Other Public Revenues		
	1. ODOT	$ -0-	-
	2. FMHA	$ -0-	-
	3. OEPA	$ -0-	-
	4. OWDA	$ -0-	-
	5. CDBG	$ -0-	-
	6. Other _____	$ -0-	-
e)	OPWC Funds		
	1. Grant	$	
	2. Loan	$ 1,588,000.00	90
	3. Loan Assistance	$ -0-	-
f)	**TOTAL FINANCIAL RESOURCES**	$ 1,765,000.	100%

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of <u>all</u> local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section <u>3.2(d)</u>, the following information <u>must be attached to this project application</u>:

1) The date funds are available;
2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

	COST ITEM	RESOURCE CATEGORY	COST
1)	_____	_____	$_____
2)	_____	_____	$_____
3)	_____	_____	$_____

TOTAL OF PREPAID ITEMS $_____

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 1,765,000.	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	$ 1,588,500.	90 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ -0-	- %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	$ -0-	-

4.0 PROJECT SCHEDULE

		ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1	**ENGR. DESIGN**	08 / 01 / 91	09 / 30 / 91
4.2	**BID PROCESS** *	___/___/___	___/___/___
4.3	**CONSTRUCTION** **	___/___/___	___/___/___

* 30 Days after OPWC Approval
** To Follow Bidding

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Dennis Albrinck Service/Safety Director

Certifying Representative (Type Name and Title)

Dennis R. Albrinck 7-31-91 7/31/91

Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

✓ A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.

✓ A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

✓ A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

✓ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts. (Will provide under separate cover)

YES / ✓ N/A A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).

YES / ✓ N/A Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

Donald C. Schramm, Chairperson District 2 Integrating Committee
Certifying Representative (Type Name and Title)

Donald C. Schramm 9/24/91
Signature/Date Signed

City of Reading, Ohio
Pike and Market Streets, Reading
Cincinnati, Ohio 45215
733-3725

July 31, 1991

Mr. William Brayshaw, P.E., P.S.
Chief Deputy Engineer
Hamilton County Engineer's Office
223 West Galbraith Road
Cincinnati, Ohio 45215

Dear Mr. Brayshaw:

SUBJECT: 5 Year Infrastructure Implementation Plan

Following is a list of projects which the City of Reading anticipates implementing for the next five years:

1. 1991

   A. Willow Street box culvert repair and guniting.
   B. East Benson Street curb, gutter and storm sewer.
   C. Reading Road improvements, handicap ramps and raised pavement markers.
   D. Water treatment plant, ultimate sludge disposal.
   E. City wide paving and curb repair program.
   F. Sidewalk replacement program.
   G. Maple Drive reconstruction and undersealing.
   H. Alley reconstruction.

2. 1992

   A. Fuhrman Road widening, curb, gutter and storm sewer.
   B. High service booster pump station and water distribution system upgrades.
   C. Salt storage facility.
   D. Fourth Street reconstruction.

3. 1993

   A. Reading Road streetscape.
   B. Water treatment plant improvements.
   C. Storm sewer improvements between Krylon and Eastcrest Drives.
   D. Hunt Road widening and bike trail, realignment and box culvert extension at Blue Ash corporation line.

E. Pavement undersealing program.
F. Residential water meter replacement program.

4. 1994

A. New storm sewer trunk line along Mechanic Street.
B. New 8" water main on Hunt Road, Crestmont Drive to Siekenthaler Avenue.
C. New 8" water main on Thurnridge Drive, Fuhrman Road to Hunt Road.
D. Residential water meter replacement program.
E. Municipal garage addition.
F. Old electrical generating plant demolition.

5. 1995

A. Low service water distribution system upgrades.
B. City wide storm sewer improvements.
C. City wide paving program.

Please do not hesitate to call if further information is needed.

Very truly yours,

KZF INCORPORATED

Jon A. Bennett

Jon A. Bennett, P.E.
City of Reading Engineer

Enclosures

cc: Dennis Albrinck
Gerry Glaser

LS184209

TWO-YEAR MAINTENANCE OF EFFORT REPORT

STREET PROJECTS FOR 1991

	KZF planning and engineering service for streetscaping of Reading Road from Columbia Avenue to Mechanic Street January 2, 1991 ORD. #91-02	(up to) $	17,000.00
	Woolpert consultants for surveying services for 4th Street scaping project March 19, 1991 ORD. #91-26		7,300.00
	Yellow raised pavement markers for Jefferson Avenue May 7, 1991 ORD. #91-43		2,692.00
	Sidewalk/curb repairs w/Adleta Co. May 7, 1991 ORD. #91-44		147,600.00
	Sidewalk/curb repairs w/Gertz Construction May 21, 1991 ORD. #91-51		77,100.00
	Undersealing of Maple Drive w/T. Luckey & Sons May 21, 1991 ORD. #91-55		14,100.00
	Additional funds for Maple Drive Undersealing June 4, 1991 ORD. #91-61		4,000.00
*	Maple Drive improvements w/L.P. Cavett Co. May 17, 1991		115,046.00
	Advertise of paving of parking area by Water Treatment Plant; for bids and award a contract July 2, 1991 ORD. #91-79	(up to)	20,000.00
*	Contract for 1991 street improvement program L.P. Cavett Co.		202,719.75
	Curb replacement at St. Peter & Paul Cemetary w/Gertz Construction Co. July 16, 1991 ORD. #91-84		7,545.00

(* No Ordinance available, only contracts attached.)

TWO-YEAR MAINTENANCE OF EFFORT REPORT

WATER PROJECTS FOR 1991

Water pressure problems to be solved by Cal Ficke/ consultant January 15, 1991 ORD. #91-06	$	4,300.00
Contract w/KZF for design of a water main relocation from Pristine to Conrail property. February 19, 1991 ORD. #91-11		3,500.00
Engineering service for design of water main extension to service Cincinnati Drum Serv., Inc. February 19, 1991 ORD. #91-12		2,500.00
Preparation of plans and specs for storm sewer improvements on Market Street from North to Mechanic April 2, 1991 ORD. #91-33	(up to)	7,000.00
Contract w/Quest for sludge disposal generated at Reading Water Plant May 1, 1991 ORD. #91-46		9,500.00
Contract for engineering service w/KZF for storm sewer design from Orchard Knoll Section I to McGuire Creek May 21, 1991 ORD. #91-48		3,000.00
Design and preparation of plans and specs for high service water booster pump station and installation of water mains in the City June 4, 1991 ORD. #91-64		99,350.00
Replacement of 8" water line in land slide area on Julie Terrace by Ford Construction Company June 4, 1991 ORD. #91-65		23,720.00

TWO-YEAR MAINTENANCE OF EFFORT REPORT

WATER PROJECTS FOR 1990

*	Weston engineering services for packed tower aerator August 1, 1989 ORD. #89-77	$ 68,300.00
*	Purchase and installation of packed tower aerator by Titus Construction Co. December 19, 1989 ORD. #89-123	366,819.00
	Purchase of 21 EPA required VOC tests for Waterworks from Aqua Tech Environmental Consultants January 16, 1990 ORD. #90-06	3,150.00
	Testing services: 18 VOC tests January 20, 1990 ORD. #90-16	2,700.00
	Purchase of a pump and bowl assembly parts from Simmons, Inc. August 7, 1990 ORD. #90-68	5,806.00
	Waterworks Improvement Bond November 20, 1990 ORD. #90-98	1,500,000.00

(* 1989)

TWO-YEAR MAINTENANCE OF EFFORT REPORT

STREET PROJECTS FOR 1990

KZF Inc. planning and engineering services for streetscape of Columbia Avenue March 6, 1990 ORD. #90-21		$ 2,800.00
Services rendered by KZF for relocation of Jefferson Avenue and Reading Road intersection widening March 6, 1990 ORD. #90-22		4,800.00
Contract to place roll curb and gutter on Thurnridge Drive w/Gertz Construction March 6, 1990 ORD. #90-23		2,670.00
KZF engineering services rendered for Jefferson and Reading intersection widening May 1, 1990 ORD. #90-40		6,429.55
Permission to advertise for bids and award contract for resurfacing of Reading Road June 19, 1990 ORD. #90-58	(amount of expenditure to be made)	460,000.00
Concrete work for ramps and curbs by Adleta July 3, 1990 ORD. #90-61		2,800.00
L.P. Cavett to repave Benson from 4th to Bunny Ct. August 7, 1990 ORD. #90-67		9,950.00
KZF engineering services w/Reading Road resurfacing and curb repair August 7, 1990 ORD. #90-69		17,500.00
Contract w/Gertz Construction for Reading Road and Galbraith Intersection widening project August 7, 1990 ORD. #90-71		47,800.00
In addition to $100,000 in ORD. #89-107, pay Adleta Co. to install additional handicap ramps, curbs, gutters and sidewalks August 21, 1990 ORD. #90-77		14,339.65
Columbia Avenue road repair w/Ford Construction Co. August 21, 1990 ORD. #90-83		29,252.00
1990 street resurfacing project w/L.P. Cavett September 4, 1990 ORD. #90-84		148,865.10
KZF consulting services between 7/14/90-8/10/90 October 16, 1990 ORD. #90-91		7,233.66

TWO-YEAR MAINTENANCE OF EFFORT REPORT

STREET PROJECTS FOR 1990

Streetscaping at Reading Road and Columbia Avenue w/Ford Development Co. October 16, 1990 ORD. #90-93	$ 97,000.00
Payment to KZF for services in streetscaping between 9/8/90-10/5/90 November 20, 1990 ORD. #90-103	6,300.21
Paving 2nd Street alley to L.P. Cavett November 20, 1990 ORD. #90-105	3,200.00
KZF consulting services between 8/11/90-9/7/90 October 16, 1990 ORD. #90-92	8,966.34

Brandstetter/Carroll, Inc.
Architects Engineers Planners

CONSTRUCTION COST ESTIMATE
WATERLINE IMPROVEMENT
READING, OHIO
JULY 31, 1991

Booster Pump Station	Lump Sum	$250,000.
Pumps, piping, controls, building and Appurtenances		
High Service Distribution		
16-inch parallel main Columbia Avenue from new pump station to Benson Avenue	1,700 L.F. @ $ 50/L.F.	85,000.
12-inch parallel main on Bolser Drive from Columbia Avenue to Thurnridge Avenue; continuing on Bolser Drive from Thurnridge to the dead-end west of Bolser Drive.	1,900 L.F. @ $ 50/L.F.	95,000.
12-inch new main along easement from the dead-end east of Bolser Drive to the dead-end south of Sanborn Drive to the dead-end west of Sanborn Court.	1,000 L.F. @ $ 50/L.F.	50,000.
12-inch parallel main along Sanborn Court from the dead-end west of Sanborn Court to Fuhrman Road.	1,000 L.F. @ $ 50/L.F.	50,000.
12-inch parallel main on Sanborn Drive tee-ed into the new 12-inch main at the dead-end south of Sanborn Drive to Hunt Road; continuing on Hunt Road from Sanborn Drive to Siebenthaler Avenue; continuing on Siebenthaler Avenue from Hunt Road to the dead-end north of Siebenthaler Avenue.	2,500 L.F. @ $ 50/L.F	125,000.

424 East Fourth Street, Cincinnati, Ohio 45202 513-651-4224

8-inch new main in easement from the dead-end north of Siebenthaler Avenue to the dead-end north of Guise Avenue; continuing on to the dead-end north of East Crest Drive; continuing on to West Crest Drive north of Genoma Drive.	2,100 L.F. @ $ 50 L.F.	105,000.

Low Service Distribution

12-inch parallel main on Market Street from Vine Street to Pearl Street	400 L.F. @ $ 50/L.F.	20,000.
12-inch parallel main on Pearl Street from Market Street to Reading Street	500 L.F. @ $ 50/L.F.	25,000.
8-inch new main in easement west of Reading Road from north of Landy Lane to area of City garage	1,900 L.F. @ $ 50/L.F.	95,000.
8-inch new main in Mill Creek easement from Illinois Avenue to Galbraith Road	2,000 L.F. @ $ 50/L.F.	100,000.
8-inch replacement main on Galbraith Road from Reading Road to 700 feet west	700 L.F. @ $ 50/L.F.	35,000.
8-inch parallel main on North Street from Market Street to Gahl Terrace	1,300 L.F. @ $ 50/L.F.	65,000.
6-inch replacement main on West Street from Riesenberg Avenue to Pleasant Street	500 L.F. @ $ 50/L.F.	25,000.
6-inch replacement main on Pleasant Street from West Street to Market Street	400 L.F. @ $ 50/L.F.	20,000.
6-inch replacement main Mechanic Street from Brown Street to Bonnell Avenue	400 L.F. @ $ 50 L.F.	20,000.

6-inch replacement main on Bonnell Avenue from Walnut Street to Mechanic Street	400 L.F. @ $ 50 L.F.	20,000.
6-inch replacement main on Vine Street from Jefferson Avenue to Mill Street	900 L.F. @ $ 50 L.F.	45,000.
6-inch replacement main on Mill Street from Vine Street to Benson Street	900 L.F. @ $ 50/L.F.	45,000.
6-inch replacement main on Mechanic Street from Reading Road to dead-end east	1,000 L.F. @ $ 50/L.F.	50,000.
6-inch replacement main on Third Street from Mechanic Street of Leonard Street	200 L.F. @ $ 50/L.F.	10,000.
6-inch replacement on Leonard Street from Third Street to Fourth Street	400 L.F. @ $ 50/L.F.	20,000.
6-inch replacement main on Fourth Street from Leonard Street to Mound Street	500 L.F. @ $ 50/L.F.	25,000.
6-inch replacement main on Mound Street from Fourth Street to Madison Street	400 L.F. @ $ 50/L.F.	20,000.
6-inch replacement main on Madison Street from Vine Street to Mound Street	400 L.F. @ $ 50/L.F.	20,000.
6-inch replacement main on Vorhees Street from Third Street to Reading Street	700 L.F. @ $ 50/L.F.	35,000.
6-inch replacement main on Third from Vorhees Street to Leonard Street	2,100 L.F. @ $ 50/L.F.	105,000.
6-inch replacement main on Fourth Street from Mound Street to Vine Street	300 L.F. @ $ 50/L.F.	15,000.

Brandstetter/Carroll, Inc.
Architects Engineers Planners

6-inch replacement main on Fourth Street from Benson Street to Vine Street	500 L.F. @ $ 50/L.F.	25,000.
6-inch new interconnection from 10-inch main on Reading Road to 6-inch main on Vorhees Street	100 L.F. @ $ 50/L.F.	5,000.
	Subtotal	$1,605,000.
	Contingency	$160,500.
	Round off @	$1,765,000.

Note:

Pipe Removal, Backfill, Temporary pavement and permanent pavement restoration costs are included in pipe unit price.

This is to certify that the useful life of this improvement project, upon satisfactory completion, will be in excess of Twenty-three years.

STATE OF OHIO
BRUCE G. BRANDSTETTER
E-47486
REGISTERED PROFESSIONAL ENGINEER

424 East Fourth Street, Cincinnati, Ohio 45202 513-651-4224

STATUS OF FUNDS REPORT
WATERLINE IMPROVEMENTS
1992 STATE ISSUE II APPLICATION
READING, OHIO
JULY 31, 1991

This is to certify that the $176,500 necessary for the City's share will be available if the project listed above is selected for State Issue II Funding.

Dennis Albrinck,
Safety - Service Director
City of Reading

ORDINANCE #91-87

AN ORDINANCE AUTHORIZING THE SAFETY SERVICE DIRECTOR TO SUBMIT AN APPLICATION TO THE OHIO PUBLIC WORKS COMMISSION FOR STATE ISSUE II MONEYS, AND DECLARING AN EMERGENCY.

BE IT ORDAINED by the Council of the City of Reading, State of Ohio:

SECTION I: That the Council finds it necessary and in the best interests of the City to authorize the Safety Service Director to submit an application to the Ohio Public Works Commission for State Issue II moneys, and by reason thereof, authorization is hereby given the Safety Service Director to make such an application.

State Issue II moneys are to be applied in the following manner:

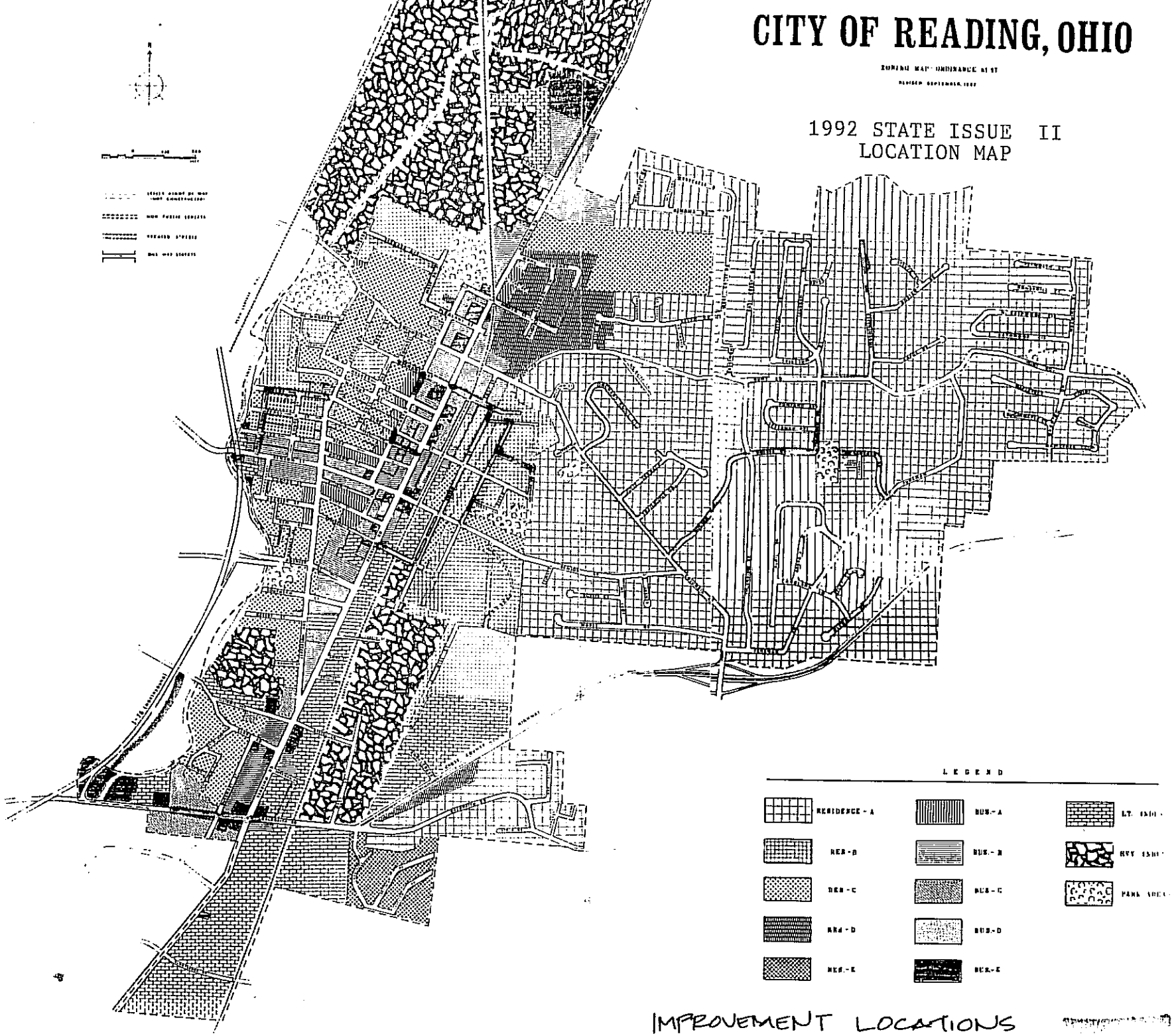
East Benson Street Improvements	($200,000.00)
Fuhrman Road Improvements	($1,130,000.00)
Reading Road Improvements	($40,000.00)
Fourth Street Reconstruction	($460,000.00)
Willow Creek Box Culvert Repairs	($54,000.00)
Water Line Improvement	($1,765,000.00)
Ultimate Sludge Disposal	($454,900.00)

SECTION II: The Safety Service Director is further authorized to enter into any agreements for awards by the Ohio Public Works Commission, after first obtaining proper approval from City Council. The Safety Service Director is to abide by all of the provisions of Chapter 164 of the Ohio Revised Code, and Chapter 164.1 of the Ohio Administrative Code.

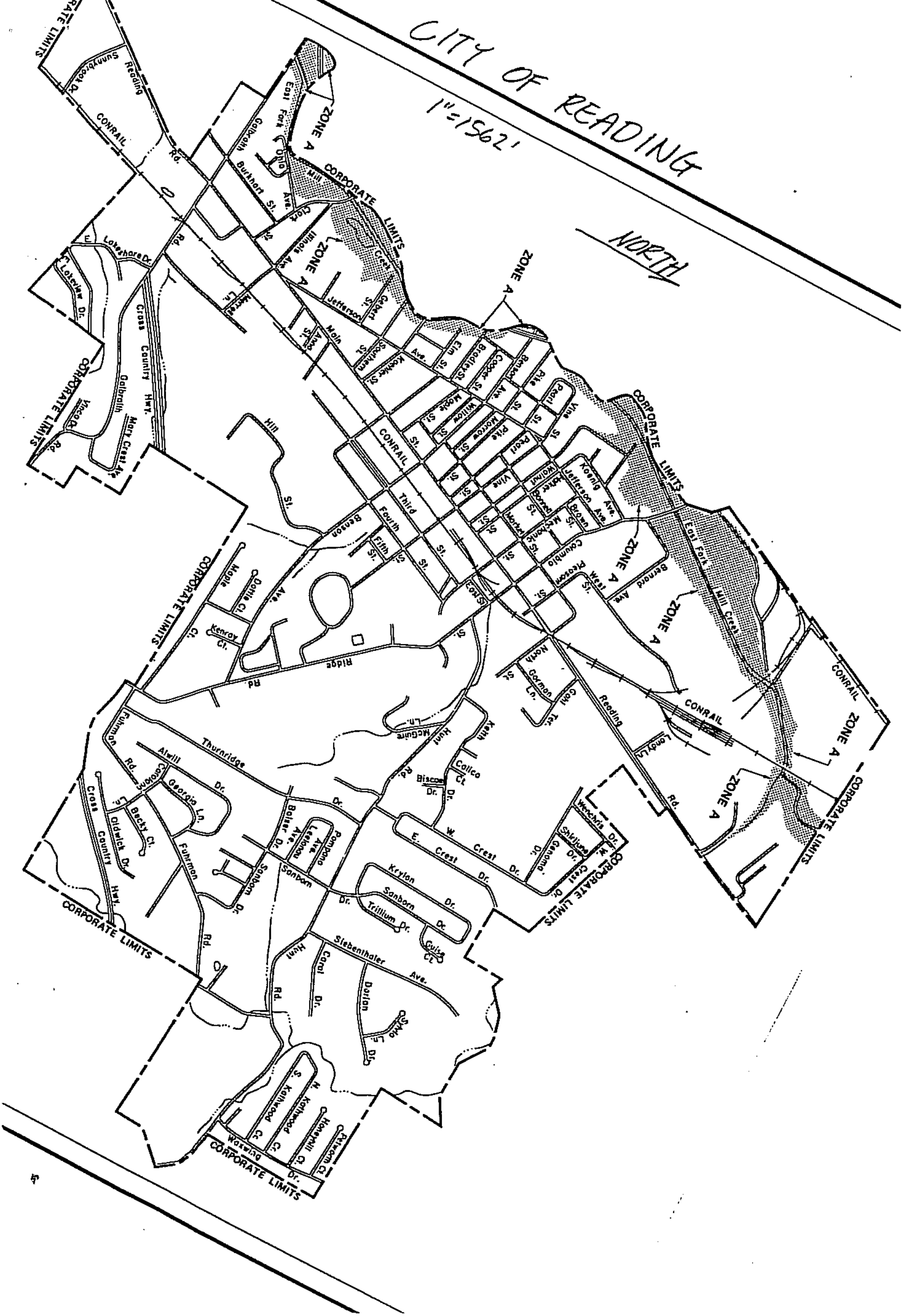
SECTION III: This Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace

CITY OF READING, OHIO

1992 STATE ISSUE II
LOCATION MAP



IMPROVEMENT LOCATIONS



CITY OF READING
1"=1562'
NORTH
ZONE A
CORPORATE LIMITS
CONRAIL
Reading Rd.
Sunnybrook Ct.
Galbraith
East Fork
Mill Creek
Burkhart St.
Ohio Ave.
Illinois Ave.
Jefferson
Main
Elm St.
Bradley St.
Cooper St.
Benson
Pike
Pearl
Vine
Maple St.
Willow
Morrow St.
Walnut
Market
Koenig Ave.
Brown
Columbia
Pleasant
West St.
Bernard Ave.
Third
Fourth
Fifth St.
Benson Ave.
Hill St.
Ridge Rd.
Kenray Ct.
Donia Ct.
Maple
Lakeshore Dr.
Lakeview Dr.
Cross Country Hwy.
Mary Crest Ave.
Vinca Ct.
North St.
Gorman Ln.
Gail Ter.
Landy Ln.
Thurnridge Dr.
Fuhrman Rd.
Atwill Dr.
Georgia Ln.
Becky Ct.
Oldwick Dr.
Sanborn Dr.
Balsar Dr.
Pompano Ave.
Krylon Dr.
Trillium Dr.
Guise Ct.
E. Crest Dr.
W. Crest Dr.
Calico Ct.
Biscoe Dr.
Hunt Rd.
Siebenthaler Ave.
Carol Dr.
Dorian Dr.
S. Kathwood Ct.
N. Kathwood Ct.
Honeyhill Ct.
Petworm Ct.
Waxwing Dr.
Shirljune
Genoma Dr.
Wenchris Dr.

Brandstetter/Carroll, Inc.
Architects Engineers Planners

The following information has been taken from a detailed study of the City's water distribution system by Pitometer Associates in 1989.

Due to the length of the report it has not been attached to this application. If the report is deemed necessary, a copy can be provided upon your request. Please advise.

424 East Fourth Street, Cincinnati, Ohio 45202 513-651-4224

Pitometer Associates Consulting Engineers
Serving the Water Industry Through Leak Detection and Distribution Analysis — Since 1904

2 North Riverside Plaza, Chicago, Ill. 60606 • (312) 236-5655

July, 1989

Mr. Dennis E. Albrinck
Safety-Service Director
City of Reading
1000 Market Street
Reading, Ohio 45215

Dear Sir:

In accordance with our contract, we have completed a Pitometer Engineering Study on the water distribution system for the City of Reading, and herewith submit our report. The purpose of this study included making recommendations, general plans and specifications for the reinforcements and extensions necessary to meet present needs and future requirements for the next fifteen years.

SCOPE OF WORK

The study consisted of the following items:

Measurement of consumption in five separate areas of the distribution system for a simultaneous period of twenty-four hours.

Measurement of flow in four important transmission mains for a twenty-four hour period to develop the flow pattern for each.

Measurement of hydraulic gradients on four important transmission mains to determine the pressure and water level from the treatment plant out to the extremities of the system.

Conducting standard fire flow tests throughout the distribution system.

Testing of all pumps that deliver water to the system to determine the efficiency and develop working pump curves.

Measurement of the loss of head and the coefficient "C" in the Williams and Hazen formula for transmission mains and distribution mains to measure their actual carrying capacity.

Development of a computer model with calibration utilizing all of the field data that were obtained.

Use of the calibrated computer model to identify the need for improvements necessary to upgrade the distribution system where service is inadequate for domestic, industrial or fire protection requirements. Both present and future requriements due to changes in supply or the addition of new customers were studied.

Instruction for computer literate City personnel on the method to use the computer model for future planning purposes, along with an operating manual and instructions.

Submission of this report which includes the detailed results of the investigations and studies, and a program of construction in which the various items are listed in the order of their priority. The report is accompanied by a Master Plan map showing the specific recommended improvements.

CONCLUSIONS AND RECOMMENDATIONS

A Pitometer Engineering Study of the City of Reading water distribution system has shown the following:

1. The maps which cover the water system are neither accurate nor complete. Changes made to the distribution system should be continuously updated on system maps. It is also recommended that American Water Works Association (AWWA) symbols and legends be used to depict the different size water mains, valves, hydrants, elevated and ground storage, wells, High Service pump stations, and all other pertinent system fixtures. An accurate and complete water map, along with valve records, is essential for the efficient operation of any water distribution system.

2. During the course of this study, a number of critical valves were found closed. It is recommended that a comprehensive valve maintenance program be established to include recording every operation of a valve. This program should include the locating and raising to grade of every valve box. In addition, each valve should be operated at least once a year, noting the direction and number of turns to close.

   The importance of having all the valves fully opened and in good operating condition cannot be overemphasized. Closed valves materially affect the amount of water available for fire fighting purposes. Valves that do not operate properly require that a larger area be put out of service in the event of a water main break or other system emergency.

3. The master meter was found to be registering within allowable limits of accuracy, but internal piping causes problems in identifying actual water production. It is recommended that the master meter be renovated so that all flow being discharged to the distribution system is properly accounted for. It is recommended that, after renovation, the meter be tested at least once a year.

4. Fire protection was found to be inadequate in nearly 80 percent of the tests. The main reasons for this are the numerous areas that are supplied by undersized dead end mains and the lack of storage in the High Service District.

5. In general, the existing trunk main system is adequate, as very few mains were found to be overloaded. However, there is need to lay additional trunk mains into areas of the system that are deficient in fire protection. It will also be necessary in the near future to lay trunk mains to accommodate the proposed elevated storage tank.

6. The pumps at both the water treatment plant and the Columbia Avenue booster pump station are operating well below their expected efficiency. The reason for this is the numerous valving arrangements at both locations. It is recommended that variable speed controls be considered at each location so that valves may be opened fully and the motors will operate as designed.

7. Existing supply and treatment capacities are not sufficient to meet projected demands over the course of the planning period. It is recommended that additional wells and increased treatment capabilities be considered.

8. The existing 3.0 million gallons of storage is adequate to meet the present equalizing and fire requirements for the system as a whole. However, to provide for this same protection in the High Service District, it is recommended that a 1.0 million gallon elevated storage tank be constructed by the year 1994.

   It is recommended that periodic maintenance be conducted on the ground storage reservoirs.

9. It is recommended that the existing boundary zone be changed by closing the 4-inch valve on Columbia Road west of Hunt Road and opening the two district valves on Hunt Road and Columbia Road. Pressures should be taken before and after the valve operation to determine if the change in pressures encountered in the field are acceptable.

10. Discussions should be held with owners of the private 8-inch fire line in the Landy Lane area to determine the most efficient method of assuming responsibility for this main.

11. It is recommended that all changes to the system be entered into the computer model at the same time system maps are being updated. This will maintain the accuracy of the model.

12. The reinforcements, extensions and improvements recommended to meet future requirements call for the following expenditures:

Construction by 1994	$1,395,600
Construction by 1999	150,400
Construction by 2004	160,800
Total	$1,706,800

REPORT

PROPOSED IMPROVEMENTS ON HIGH SERVICE DISTRICT

CITY OF READING WATER DEPARTMENT

by

C. C. Ficke Consulting Engineer

INTRODUCTION

The Pitometer Engineering Study - Reading Water Distribution System, 1988-1990 - includes a "Program Of Construction" calling for a 15 year improvement plan. Complying with this program would result in upgrading the distribution system and conformance with recommended fire flow standards of the Insurance Services Office. The estimated cost of this program was $1,706,000, with the most major expediture shown as $1,000,000 assigned to a 1.0 million gallon storage tank to be installed in the High Service District.

The City is now considering embarking on a phase of the recommended construction for the High Service District. Two possible sites for the proposed 1.0 mg storage tank were established. Pitometer Engineering was directed to update their 1988-1989 report recommendations for this particular improvement as to how they might be affected by these storage tank locations. They were also requested to develop an alternate scheme for using a pumping system (similar to that existing) in place of the storage tank proposed. The resulting report showed no appreciable difference between the two site considerations; one costed at $1,200,000 and the other at $1,310,000. The pumping alternate also was costed as being near the same as the storage tank installation at $1,100,000.

The writer has been retained to review the conditions at hand, familiarize himself with improvements proposed and evaluating process used, if possible develop alternate schemes , offer recommendations and make any other comments that could aid the City in arriving at the proper course of action to follow.

DESCRIPTION OF WORK PERFORMED

In order to make constructive offerings to the City in regard to such a technically related subject, it was necessary to (a) review and become familiar with Pitometer Engineering Study, the source instrument for those improvements being considered, (b) inspect and evaluate condition and current arrangement of Booster Pumping Station, a key facility for both the alternate pumping scheme and the two storage tank schemes, (c) review with Chief Robert Hollmeyer, Reading Fire Department, source and impact of both present and future fire flow demands on the Reading system,(d) study and develop understanding of improvement needs on High Service District system and (e) obtain a working understanding of the computer model used for analysis of changes proposed for the distibution system. Each of these items were addressed in completing this report.

It was not the purpose of this study to review the proposed solutions presented by Pitometer Engineering for supplying fire flow demands called for in the 1989-1990 Study. However, it was an objective, if possible, to offer alternative piping arrangements that would provide the flow capabilities needed. Such a scheme was developed and manual type calculations made to justify initiating a computer model evaluation. This plan was submitted to Mr. Albrinck, Reading Safety-Service Director, who directed the computer run be conducted by City of Reading personnel under the supervision of Mr. Gerald Glazer, Chief of Public Works. Ultimately - with considerable time expended in the writer learning the operating features of the computer model and for Mr. Louis Marino, Reading computer operator, to introduce the data changes provided - programs were completed in analyzing this new scheme for carrying maximum fire flow of 3000 gpm at three critical locations.

ALTERNATE SCHEME

The scheme developed and explored is applicable to the Rebuilt Pump Station scheme presented by Pitometer. It consists of running a new 16" feed main on Columbia Ave. from the Booster Station to Benson St.; A new 10" feed main on Bolser Dr. from Columbia Ave. to Sanborn Dr. extended from Hunt, with further extension eastwardly to and along Sanborn Dr. to Fuhrman Rd.; A new 8" feed main, starting at the point on the 10" main intersected by Sanborn Dr. extended from Hunt, on Sanborn Dr. to Hunt Rd., on Hunt Rd. from Sanborn Dr. to Siebenthaler Ave., on Siebenthaler Ave. from Hunt Rd. to end of Siebenthaler at Sacred Heart Church and School; A new 8" "off-the-road" main from the end of Siebenthaler Ave. westwardly to Eastcrest Dr. extended, and continuing on property line path to the 6" main at intersection of Westcrest Dr. and Genoma Dr.; A new 8" main connecting the 6" dead end main on Guise Ct. to the off-the-road main. A sketch showing this piping arrangement is attached. Note that a good portion of this piping system is a duplication of or substitute for those mains called for in the "Program of Construction".

COMMENTS & FINDINGS

The Report on Pitometer Engineering Study, Reading Water Distribution System, in addition to developing a long term improvement plan, is an excellent reference for use on any work associated with the distribution system. As the City is aware, the computer model developed with this study has a wide range of uses, and its application to this current study provided complete results with the high degree of accuracy necessary to assure corrective success if changes should be implemented.

Three separate computer programs were run using the feed main additions given in the above Alternate Scheme Description. One program created a 3000 gallon per minuite fire flow with the Maximum Day Demand at the north terminus of Siebenthaler Ave. and location of Sacred Heart Church and School. Another program initiated the 3000 gpm fire flow under the same Maximum Day Demand at the intersection of Bolser and Sandborn Drives extended,location of Reading Hilltop Elementary School. The third

program called for a 3000 fpm fire flow at Columbia Ave.-Benson St. intersection, the area of both Reading High and Notre Dame Schools. The following results were generated:

LOCATION	FIRE FLOW Gallons Per Minute	RESIDUAL PRESSURE p.s.i.
Sacred Heart Church & School	3000 (600)	70 (20)
Hilltop Elementary School	3000 (800)	78 (20)
Reading High & Mt. Notre Dame	3000 (800)	82 (20)

( ) - Estimated existing flows available per Table No. 9, Fire Flow Tests, Pitometer Study

Satisfying the commercial type fire flows given above is projected to make water available to meet fire requirements in the majarity of the residential areas now deficient in furnishing recommended flows. No investigation was made to quantify the degree of conformance in this area.

If economic and financial considerations were not a factor and the soul purpose would be to provide the best engineered distibution system for the High Pressure District the inclusion of a storage tank within this district would be automatic. However, it is my understanding there are still major decisions to be made in the relatively near future envolving high capital expenditures for the Water Department, i.e.,well field and supply line - treatment plant direction - remainder of distribution system improvements. Since all have a direct effect on the ability of Reading to remain competitive in the water supply business, it would appear prudent to weigh the cost of each improvement project as to its individual impact on water rate increases used to support it as well as its ultimate effect when coupled with other planned improvements.

The estimated cost of the Alternate Scheme, using pricing established in Pitometer Study, was calculated as follows:

1.New Feeder Main Installations

(a) Columbia - Booster Sta. to Benson - 1600 LF of 16"Dia. @ $32 per LF	$51,200
(b) Bolser & Columbia to Fuhrman & Sanborn 3570 LF of 10"Dia. @ $20 per LF	71,400
(c) Bolser & Sanborn to Hunt & Sanborn 900 LF of 8"Dia. @ $16 per LF	14,400
(d) Hunt - Sanborn to Siebenthaler 700 LF of 8"Dia. @ $16 per LF	11,200
(e) Siebenthaler - Hunt to Sacred Heart 1850 LF of 8"Dia. @ $16	29,600

(f) Off-The-Road Mains - N. Terminus of Siebenthaler to Westcrest & Genoma with Guise Ct./Eastcrest connectors 2150 LF of 8"Dia. @ $16	34,400	
Feeder Mains Total		$212,000
2. New Pumps and Pumping Station as per latest Pitometer report		240,000
3. O & E Cost - using Rebuilt Pump Station $'s		130,000
TOTAL		$582,000

The costs assigned to the New Pumping Station and Operating & Engineering may or may not apply to the Alternate Scheme. Pitometer, who developed these amounts, should comment on the appropriatness of their being used in this application.

The flows to be carried by the upgraded system are three to four times greater than the existing system is capable of producing. In addition to providing fire flows investigated, Pitometer has called attention to a concern and need to review the pressure related forces created in the initiation and termination of these high flows. Preliminary research has been pursued to provide a general technical understanding necessary to relate to a more detailed description on the impact of this phenomenon.

RECOMMENDATIONS

The City, through their consultant, Pitometer Engineering, should review and give proper consideration to the data submitted herewith. If evaluated as meriting further action, additional modification and refinement could be in order.

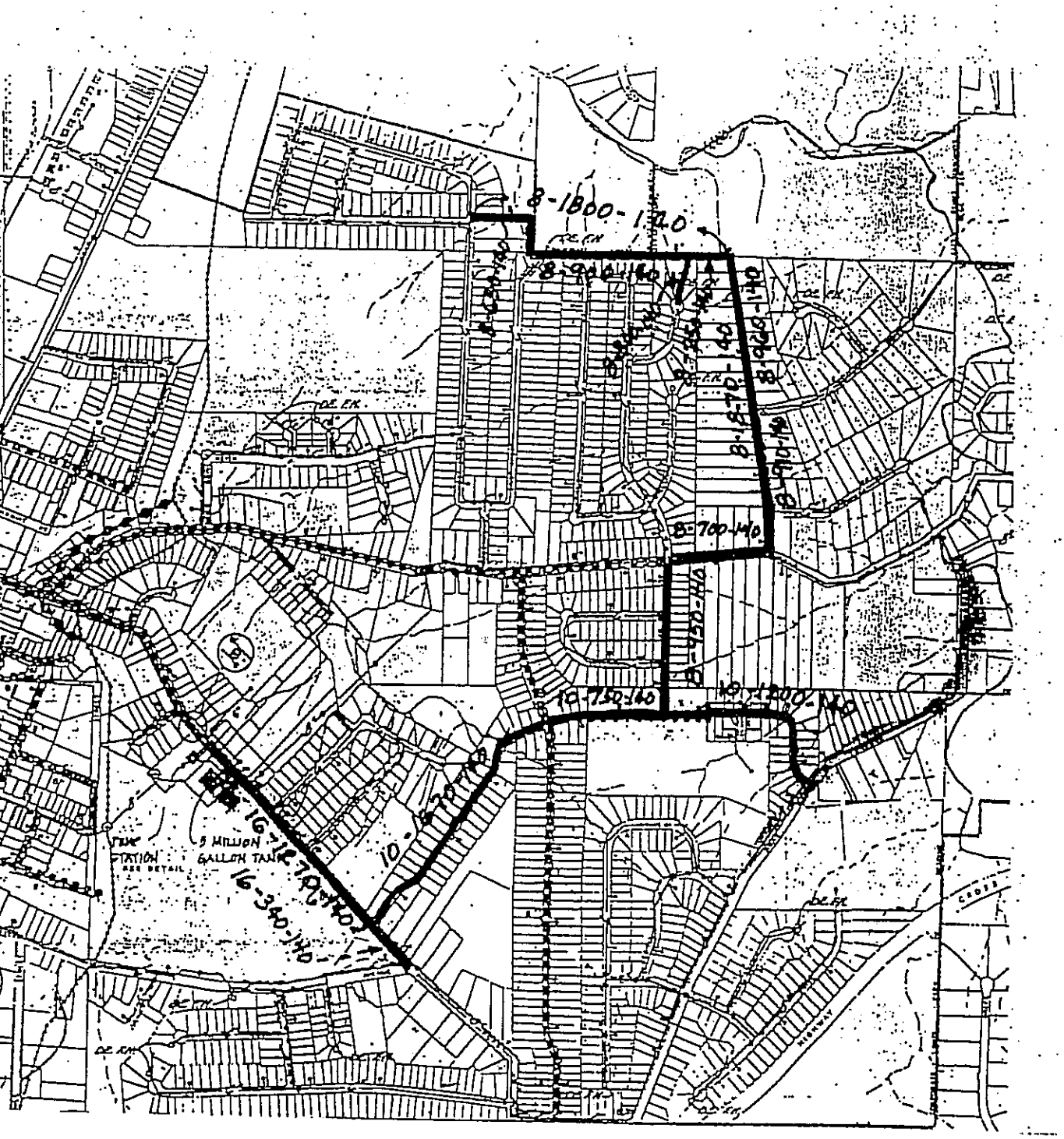
Should it be the choice to proceed with a storage tank installation, and there is interest in exploring another possible cost saving effort,the assigned 1,000,000 Gallon size might be reviewed. A text approach used for sizing storage tanks calls for storage capacity meeting fire flow requirements (3 hours @ 3000 gpm = 540,000 gallon) plus the calculated variation in tank level (depends on the particular pumping facilities chosen to supply the system) for the chosen design condition (Max. Day Demand). It is also possible to reduce the fire flow storage capacity assigned if reserve pumping capacity is available for this purpose. Certainly, the Cincinnati interconnection has influence on the choices to consider. There are no hard and fast rule for sizing storage tanks. Different economic factors direct different selections.

Prepared by: C.C. Ficke

November 27, 1990

ALTERNATE FEEDER MAINS
REBUILT PUMP STATION

9/24/90
C.C.F.



① Pumphouse
② High Service
③ Low Service (Gyr)

ADDITIONAL SUPPORT INFORMATION

For 1992, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. **Information provided on both forms should be accurate, based on reliable engineering principles.** Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, should be provided to substantiate the stated percentage.

   Typical examples are:

   Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

   Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

   Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

   Total length of waterline 35 miles

   Total length of waterline in poor condition 35 miles

   % of waterline in poor condition 100%

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Poor	X
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Currently the existing waterlines are undersized. Inadequate pressure affects the water supply and fire fighting capabilities.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule.

4 Weeks

Please indicate the current status of the project development by circling the appropriate answers below. **PROVIDE ACCURATE ESTIMATE.**

a) Has the Consultant been selected?.....	(Yes)	No	N/A
b) Preliminary development or engineering completed?	(Yes)	No	N/A
c) Detailed construction plans completed?.....	Yes	(No)	N/A
d) All right-of-way acquired?.....	Yes	No	(N/A)
e) Utility coordination completed?.....	Yes	(No)	N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed.

8 Weeks

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

Proposed improvements will increase service capacity (better pressure, fewer shut downs for repairs) and also provide added fire protection.

5. For any project involving GRANTS, the local jurisdiction must provide a **MINIMUM OF 10%** of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". **For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.**

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Local Funds

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.**

COMPLETE BAN _____ PARTIAL BAN _____ NO BAN _____

Will the ban be removed after the project is completed? YES___ NO___

Document with specific information explaining what type of ban currently exists and what agency that imposed the ban.

N/A

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

12,000 people (1990 Census)

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) **Provide supporting information.**

Yes, the residents of Reading. Since improvements will be city wide, generally most will be affected.

Betterments

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2)

LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)

DISTRICT 2 - HAMILTON COUNTY

1992 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: City of Reading

PROJECT IDENTIFICATION:

Waterline Improvements

PROPOSED FUNDING:

ELIGIBLE CATEGORY:

POINTS

5 1) Type of project

10 Points - Bridge, road, stormwater
5 Points - All other projects

10 2) If Issue 2/LTIP funds are granted, how soon after the Project Agreement is completed would a construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)

10 Points - Will definitely be awarded in 1992
5 Points - Some doubt whether it can be awarded in 1992
0 Points - No way it can be awarded in 1992

15 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

15 Points - Poor condition
10 Points - Fair to Poor condition
5 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

5 4) If the project is built, what will be its effect on the facility's serviceability?

5 Points - Significantly effects serviceability (add lanes)
4 Points -
3 Points - Moderately effects serviceability (widen lanes)
2 Points -
1 Point - Have little or no effect on serviceability

3 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

3 Points - 50% and over
2 Points - 30% to 49.9%
1 Point - 10% to 29.9%
0 Points - Less than 10%

10 6) How important is the project to the health, welfare, and safety of the public and the citizens of the District and/or the service area?

10 Points - Significant importance
8 Points -
6 Points - Moderate importance
4 Points -
2 Points - Minimal importance

4 7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

10 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, Federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 10 points.

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS

0 9) Has any formal action by a Federal, State, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures and moratoriums on building permits in a particular area due to local flooding downstream. Points can be awarded ONLY if construction of the project being rated will cause the ban to be removed.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

10 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria includes traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

5 11) Does the infrastructure have regional impact? Consider originations & destinations of traffic, size of service area, number of jurisdictions served, functional classification, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

TOTAL AVAILABLE POINTS:

PROJECTS FUNDED BY GRANTS = 93 POINTS

PROJECTS FUNDED BY LOANS OR CREDIT ENHANCEMENTS = 98 POINTS